

© 2006 The Authors
Journal compilation © 2006 Blackwell Publishing Ltd

DATE DISTR. 20 JUL 51 25X1A

NO. OF PAGES 1

NO. OF ENCLS.
(LISTED BELOW)

25X1A

SUPPLEMENT TO
REPORT NO.

25X1X

1. Regular passenger schedules are maintained on the Djakarta - Cheribon - Semarang - Surabaya and Djakarta - Bandung - Jogjakarta - Surokarta lines. Freight service offers reasonably prompt delivery, but theft from shipments is increasingly bad and it is no longer possible to get insurance against pilferage. The insurance companies recommended our placing guards on the cars carrying our shipments. The government at first refused permission to do so but recently agreed to it.
2. Highways between important cities are generally good. There has been an active program of road improvement and they are immeasurably better than [REDACTED] But little grading has been done.
3. The road Djakarta - Bogor - Bandung is macadam surface and of narrow two-lane width, about fourteen feet. All of the road is very crooked and between Bogor and Bandung has very steep grades. The Djakarta - Cheribon road is macadam and reported as in good condition. Cheribon - Semarang is macadam surfaced but is reported as in only fair condition. The only report I have on the Semarang - Surabaya road is that it is open.
4. The highway Djakarta - Kebojoran has been in use about six months.
5. Shipment by truck has not proven to be a solution to the pilferage on the railroads. One truck dispatched to Bandung was shot up by bandits. In [REDACTED] a truck to handle shipments to Semarang. One trip was made but when the driver returned he reported the trip was too hazardous due to bandit activities and would not make another trip. No one was found that would take the assignment and the project was abandoned. Trucking is done only from Bogor to [REDACTED]

-End-

CLASSIFICATION ~~CONFIDENTIAL~~/US OFFICIALS ONLY

[illegible]